

PRICES OF STOCKS TOOK UPWARD TURN

Level Established on Advance Was Higher Than Monday's Rise.

SPECULATIVE SENTIMENT

Little to Show That Operations Have Reached Beyond Professional Limits.

(By Associated Press.)

NEW YORK, March 28.—Prices of stocks took another upward turn to-day. The level established on the advance was higher than that on Monday's rise. This show of an increasing capacity to move upwards had the effect of improving speculative sentiment over the outlook. There was little to show that operations have reached beyond strictly professional limits. The continued tranquillity of the money market with the easy approach of the period for meeting the quarterly requirements has quieted the fears of a rise in the call money market during this week. Interest rates on time loans are distinctly declining and this adds to the confidence over the money situation. Apparently the hope was indulged that the remainder of the week was to be free from any disturbance in the money market whatever, but the rise late in the day in the call loan rate to six per cent. proved rather a damper on the price movement which had gained considerable headway and breadth by that time. The movement of the market in a very dry manner, the general list remaining inert in spite of the sharp advance in special stocks due to individual causes. The rise in Reading seemed to be on a revision of opinion over the probable effects of the expected soft coal strike in the anthracite industry. The argument to-day was that if the soft coal miners went out it would be considered advisable to keep the anthracite miners in employment. The aggressive rise in Union Pacific late in the day revived the strength in the market after it had commenced to drop under the effect of a rise in the call money rate. The sustaining effect of Union Pacific was felt to the last, although realizing much the close slightly irregular.

Bonds were steady. Total sales, par value \$2,100,000.

United States bonds were all unchanged. Total sales stocks were \$47,000 shares.

NEW YORK, March 28.—Money on call firm 4-4 1/2; ruling rate 4-1/2; closing bid, 4-1/2; offered at 5. Time loans slightly easier; sixty days, ninety days and six months, five per cent.

Prime mercantile paper 5 1/2-1/2; sterling exchange steady at 155 1/2 for demand, and at 155 1/2-1/2 for sixty day bill. Posted rates 433 1/2-1/2 and 436 1/2-1/2. Commercial bills 432-1/2. Bar silver, 64 1/2-1/2 Mexican dollars, 50.

RICHMOND STOCK MARKET.

Richmond, Va., March 28, 1906.

STATE SECURITIES.

North Carolina 4s, 1910, 101 1/2
Va. 4s, 1910, 101 1/2
Va. 4s, 1912, 101 1/2
Va. 4s, 1914, 101 1/2
Va. 4s, 1916, 101 1/2
Va. 4s, 1918, 101 1/2
Va. 4s, 1920, 101 1/2
Va. 4s, 1922, 101 1/2
Va. 4s, 1924, 101 1/2
Va. 4s, 1926, 101 1/2
Va. 4s, 1928, 101 1/2
Va. 4s, 1930, 101 1/2
Va. 4s, 1932, 101 1/2
Va. 4s, 1934, 101 1/2
Va. 4s, 1936, 101 1/2
Va. 4s, 1938, 101 1/2
Va. 4s, 1940, 101 1/2
Va. 4s, 1942, 101 1/2
Va. 4s, 1944, 101 1/2
Va. 4s, 1946, 101 1/2
Va. 4s, 1948, 101 1/2
Va. 4s, 1950, 101 1/2
Va. 4s, 1952, 101 1/2
Va. 4s, 1954, 101 1/2
Va. 4s, 1956, 101 1/2
Va. 4s, 1958, 101 1/2
Va. 4s, 1960, 101 1/2
Va. 4s, 1962, 101 1/2
Va. 4s, 1964, 101 1/2
Va. 4s, 1966, 101 1/2
Va. 4s, 1968, 101 1/2
Va. 4s, 1970, 101 1/2
Va. 4s, 1972, 101 1/2
Va. 4s, 1974, 101 1/2
Va. 4s, 1976, 101 1/2
Va. 4s, 1978, 101 1/2
Va. 4s, 1980, 101 1/2
Va. 4s, 1982, 101 1/2
Va. 4s, 1984, 101 1/2
Va. 4s, 1986, 101 1/2
Va. 4s, 1988, 101 1/2
Va. 4s, 1990, 101 1/2
Va. 4s, 1992, 101 1/2
Va. 4s, 1994, 101 1/2
Va. 4s, 1996, 101 1/2
Va. 4s, 1998, 101 1/2
Va. 4s, 2000, 101 1/2

RAILROAD BONDS.

Atlantic Coast Line 4s, 1910, 101 1/2
Atlantic Coast Line 4s, 1912, 101 1/2
Atlantic Coast Line 4s, 1914, 101 1/2
Atlantic Coast Line 4s, 1916, 101 1/2
Atlantic Coast Line 4s, 1918, 101 1/2
Atlantic Coast Line 4s, 1920, 101 1/2
Atlantic Coast Line 4s, 1922, 101 1/2
Atlantic Coast Line 4s, 1924, 101 1/2
Atlantic Coast Line 4s, 1926, 101 1/2
Atlantic Coast Line 4s, 1928, 101 1/2
Atlantic Coast Line 4s, 1930, 101 1/2
Atlantic Coast Line 4s, 1932, 101 1/2
Atlantic Coast Line 4s, 1934, 101 1/2
Atlantic Coast Line 4s, 1936, 101 1/2
Atlantic Coast Line 4s, 1938, 101 1/2
Atlantic Coast Line 4s, 1940, 101 1/2
Atlantic Coast Line 4s, 1942, 101 1/2
Atlantic Coast Line 4s, 1944, 101 1/2
Atlantic Coast Line 4s, 1946, 101 1/2
Atlantic Coast Line 4s, 1948, 101 1/2
Atlantic Coast Line 4s, 1950, 101 1/2
Atlantic Coast Line 4s, 1952, 101 1/2
Atlantic Coast Line 4s, 1954, 101 1/2
Atlantic Coast Line 4s, 1956, 101 1/2
Atlantic Coast Line 4s, 1958, 101 1/2
Atlantic Coast Line 4s, 1960, 101 1/2
Atlantic Coast Line 4s, 1962, 101 1/2
Atlantic Coast Line 4s, 1964, 101 1/2
Atlantic Coast Line 4s, 1966, 101 1/2
Atlantic Coast Line 4s, 1968, 101 1/2
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Atlantic Coast Line 4s, 1972, 101 1/2
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Atlantic Coast Line 4s, 1994, 101 1/2
Atlantic Coast Line 4s, 1996, 101 1/2
Atlantic Coast Line 4s, 1998, 101 1/2
Atlantic Coast Line 4s, 2000, 101 1/2

RAILROAD STOCKS.

Atlantic Coast Line 4s, 1910, 101 1/2
Atlantic Coast Line 4s, 1912, 101 1/2
Atlantic Coast Line 4s, 1914, 101 1/2
Atlantic Coast Line 4s, 1916, 101 1/2
Atlantic Coast Line 4s, 1918, 101 1/2
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Atlantic Coast Line 4s, 1990, 101 1/2
Atlantic Coast Line 4s, 1992, 101 1/2
Atlantic Coast Line 4s, 1994, 101 1/2
Atlantic Coast Line 4s, 1996, 101 1/2
Atlantic Coast Line 4s, 1998, 101 1/2
Atlantic Coast Line 4s, 2000, 101 1/2

BANK AND TRUST COMPANY STOCKS.

American National 4s, 1910, 101 1/2
Broad Street 4s, 1910, 101 1/2
First National 4s, 1910, 101 1/2
First National 4s, 1912, 101 1/2
First National 4s, 1914, 101 1/2
First National 4s, 1916, 101 1/2
First National 4s, 1918, 101 1/2
First National 4s, 1920, 101 1/2
First National 4s, 1922, 101 1/2
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First National 4s, 1974, 101 1/2
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First National 4s, 1978, 101 1/2
First National 4s, 1980, 101 1/2
First National 4s, 1982, 101 1/2
First National 4s, 1984, 101 1/2
First National 4s, 1986, 101 1/2
First National 4s, 1988, 101 1/2
First National 4s, 1990, 101 1/2
First National 4s, 1992, 101 1/2
First National 4s, 1994, 101 1/2
First National 4s, 1996, 101 1/2
First National 4s, 1998, 101 1/2
First National 4s, 2000, 101 1/2

INSURANCE COMPANIES.

Virginia Fire 4s, 1910, 101 1/2
Virginia Fire 4s, 1912, 101 1/2
Virginia Fire 4s, 1914, 101 1/2
Virginia Fire 4s, 1916, 101 1/2
Virginia Fire 4s, 1918, 101 1/2
Virginia Fire 4s, 1920, 101 1/2
Virginia Fire 4s, 1922, 101 1/2
Virginia Fire 4s, 1924, 101 1/2
Virginia Fire 4s, 1926, 101 1/2
Virginia Fire 4s, 1928, 101 1/2
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Virginia Fire 4s, 1934, 101 1/2
Virginia Fire 4s, 1936, 101 1/2
Virginia Fire 4s, 1938, 101 1/2
Virginia Fire 4s, 1940, 101 1/2
Virginia Fire 4s, 1942, 101 1/2
Virginia Fire 4s, 1944, 101 1/2
Virginia Fire 4s, 1946, 101 1/2
Virginia Fire 4s, 1948, 101 1/2
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Virginia Fire 4s, 1974, 101 1/2
Virginia Fire 4s, 1976, 101 1/2
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Virginia Fire 4s, 1982, 101 1/2
Virginia Fire 4s, 1984, 101 1/2
Virginia Fire 4s, 1986, 101 1/2
Virginia Fire 4s, 1988, 101 1/2
Virginia Fire 4s, 1990, 101 1/2
Virginia Fire 4s, 1992, 101 1/2
Virginia Fire 4s, 1994, 101 1/2
Virginia Fire 4s, 1996, 101 1/2
Virginia Fire 4s, 1998, 101 1/2
Virginia Fire 4s, 2000, 101 1/2

MISCELLANEOUS.

Va. Car. C. Co. 4s, 1910, 101 1/2
Va. Car. C. Co. 4s, 1912, 101 1/2
Va. Car. C. Co. 4s, 1914, 101 1/2
Va. Car. C. Co. 4s, 1916, 101 1/2
Va. Car. C. Co. 4s, 1918, 101 1/2
Va. Car. C. Co. 4s, 1920, 101 1/2
Va. Car. C. Co. 4s, 1922, 101 1/2
Va. Car. C. Co. 4s, 1924, 101 1/2
Va. Car. C. Co. 4s, 1926, 101 1/2
Va. Car. C. Co. 4s, 1928, 101 1/2
Va. Car. C. Co. 4s, 1930, 101 1/2
Va. Car. C. Co. 4s, 1932, 101 1/2
Va. Car. C. Co. 4s, 1934, 101 1/2
Va. Car. C. Co. 4s, 1936, 101 1/2
Va. Car. C. Co. 4s, 1938, 101 1/2
Va. Car. C. Co. 4s, 1940, 101 1/2
Va. Car. C. Co. 4s, 1942, 101 1/2
Va. Car. C. Co. 4s, 1944, 101 1/2
Va. Car. C. Co. 4s, 1946, 101 1/2
Va. Car. C. Co. 4s, 1948, 101 1/2
Va. Car. C. Co. 4s, 1950, 101 1/2
Va. Car. C. Co. 4s, 1952, 101 1/2
Va. Car. C. Co. 4s, 1954, 101 1/2
Va. Car. C. Co. 4s, 1956, 101 1/2
Va. Car. C. Co. 4s, 1958, 101 1/2
Va. Car. C. Co. 4s, 1960, 101 1/2
Va. Car. C. Co. 4s, 1962, 101 1/2
Va. Car. C. Co. 4s, 1964, 101 1/2
Va. Car. C. Co. 4s, 1966, 101 1/2
Va. Car. C. Co. 4s, 1968, 101 1/2
Va. Car. C. Co. 4s, 1970, 101 1/2
Va. Car. C. Co. 4s, 1972, 101 1/2
Va. Car. C. Co. 4s, 1974, 101 1/2
Va. Car. C. Co. 4s, 1976, 101 1/2
Va. Car. C. Co. 4s, 1978, 101 1/2
Va. Car. C. Co. 4s, 1980, 101 1/2
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Va. Car. C. Co. 4s, 1986, 101 1/2
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Va. Car. C. Co. 4s, 1990, 101 1/2
Va. Car. C. Co. 4s, 1992, 101 1/2
Va. Car. C. Co. 4s, 1994, 101 1/2
Va. Car. C. Co. 4s, 1996, 101 1/2
Va. Car. C. Co. 4s, 1998, 101 1/2
Va. Car. C. Co. 4s, 2000, 101 1/2

BALTIMORE STOCK MARKET.

Baltimore, Md., March 28.—Seaboard Air Line, common, 30 bid; preferred, 30 bid.

COTTON MARKETS.

NEW YORK, March 28.—The cotton market was moderately active during today's session with the bulls in control apparently, and prices reaching new high levels for the movement. The close was steady at a net advance of 1/2-1/2 points. Sales for the day were estimated at 20,000 bales. The market opened firm at all grades of 100 points in response to higher cables and reports of wet weather over the belt. There seemed to be little general demand, but wire and commission houses having few orders, but sellers on the break of yesterday were covering, and while the market was quiet, leading houses revived rumors of a squeeze of shorts in that position, which increased the premium over July to matter of nearly 10 points, but on one time during the morning. Before the advance was checked May sold at 11 1/2 and July at 11 1/2, but after the middle of the day, while October sold at 10 1/2, or 9 points net higher. Realizing was quite heavy at the advance and prices eased off from the top. The market was quiet at 11 1/2 for May and 11 1/2 for July, and in the early afternoon cotton futures were reported unchanged to 1/2-1/2 higher, and the large cotton receipts yesterday had evidently been absorbed or withdrawn. The weather map showed more or less general precipitation in some places, but some wires were received from the southwest claiming the moisture was needed and rain was not yet here. It was not yet prepared the continued wet weather is said to be causing delay.

Receipts of cotton at the ports to-day were 54,712 bales against 18,292 last week and 55,451 last year. The close was 10 1/2-1/2 for May, 10 1/2-1/2 for July, and 10 1/2-1/2 for October. To-day's receipts at New Orleans 8,227 bales against 18,292 last week and 18,292 last year. To-day's receipts at New Orleans 8,227 bales against 18,292 last week and 18,292 last year.

Cotton futures opened firm and closed steady.

March 11 1/2-1/2, 11 1/2-1/2, 11 1/2-1/2
May 10 1/2-1/2, 10 1/2-1/2, 10 1/2-1/2
July 10 1/2-1/2, 10 1/2-1/2, 10 1/2-1/2
October 10 1/2-1/2, 10 1/2-1/2, 10 1/2-1/2

THOMAS BRANCH & CO.

(Established 1859.)

MEMBERS

New York Stock Exchange,
New York Cotton Exchange,
Private Wires to
Principal Markets.

Investment Securities.

CHICAGO, March 28.—Cattle—Receipts, 1,800 head. Market slow. Prices steady. Common to prime steers, \$3.50-4.00; cows, \$3.00-3.50; calves, \$3.00-3.50; hogs, \$3.00-3.50; sheep, \$3.00-3.50; lambs, \$3.00-3.50.

CHICAGO, March 28.—Hogs—Receipts, 1,800 head. Market slow. Prices steady. Common to prime hogs, \$3.50-4.00; pigs, \$3.00-3.50; lambs, \$3.00-3.50.

CHICAGO, March 28.—Sheep—Receipts, 1,800 head. Market slow. Prices steady. Common to prime sheep, \$3.50-4.00; lambs, \$3.00-3.50; calves, \$3.00-3.50.

CHICAGO, March 28.—Lambs—Receipts, 1,800 head. Market slow. Prices steady. Common to prime lambs, \$3.50-4.00; calves, \$3.00-3.50; hogs, \$3.00-3.50.

CHICAGO, March 28.—Calves—Receipts, 1,800 head. Market slow. Prices steady. Common to prime calves, \$3.50-4.00; hogs, \$3.00-3.50; sheep, \$3.00-3.50.

CHICAGO, March 28.—Pigs—Receipts, 1,800 head. Market slow. Prices steady. Common to prime pigs, \$3.50-4.00; lambs, \$3.00-3.50; calves, \$3.00-3.50.

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OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK

By Thomas Branch & Co., Bankers and Brokers.

SALES:	Open.	High.	Low.	Closing.	SALES:	Open.	High.	Low.	Bid. Asked
1,000 Atlantic Coast Line, com.	101 1/2	101 1/2	101 1/2	101 1/2	1,000 Missouri Pacific	101 1/2	101 1/2	101 1/2	101 1/2
15,000 American Smelter, com.	101 1/2	101 1/2	101 1/2	101 1/2	5,000 National Lead	101 1/2	101 1/2	101 1/2	101 1/2
68,100 Amalgamated Copper	101 1/2	101 1/2	101 1/2	101 1/2	Nash, Chat. and St. L.	101 1/2	101 1/2	101 1/2	101 1/2
15,800 Amer. Car and Poun.	101 1/2	101 1/2	101 1/2	101 1/2	1,400 New York Central	101 1/2	101 1/2	101 1/2	101 1/2
1,000 Amer. Car and Poun, pfd.	101 1/2	101 1/2	101 1/2	101 1/2	1,000 Norfolk and Western	101 1/2	101 1/2	101 1/2	101 1/2
300 American Locomotive	101 1/2	101 1/2	101 1/2	101 1/2	1,400 N. Y. C. and Western	101 1/2	101 1/2	101 1/2	101 1/2
American Tobacco, pfd.	101 1/2	101 1/2	101 1/2	101 1/2	5,800 Northern Pacific	101 1/2	101 1/2	101 1/2	101 1/2
100 American Can	101 1/2	101 1/2	101 1/2	101 1/2	15,000 Pennsylvania Railroad	101 1/2	101 1/2	101 1/2	101 1/2
100 American Can, pfd.	101 1/2	101 1/2	101 1/2	101 1/2	2,700 People's Gas (Chicago)	101 1/2	101 1/2	101 1/2	101 1/2
Amer. Locomotive	101 1/2	101 1/2	101 1/2	101 1/2	100 Republic Steel	101 1/2	101 1/2	101 1/2	101 1/2
Amer. Locomotive, pfd.	101 1/2	101 1/2	101 1/2	101 1/2	100 Pressed Steel Car, pfd.	101 1/2	101 1/2	101 1/2	101 1/2
2,000 American Sugar	101 1/2	101 1/2	101 1/2	101 1/2	5,000 Republic I. and S. com.	101 1/2	101 1/2	101 1/2	101 1/2
5,500 A. T. and S. Pa. com.	101 1/2	101 1/2	101 1/2	101 1/2	1,000 Republic I. and S. pfd.	101 1/2	101 1/2	101 1/2	101 1/2
5,000	101 1/2	101 1/2	101 1/2	101 1/2	115,000 Reading	101 1/2	101 1/2	101 1/2	101 1/2
5,000 Baltimore and Ohio	101 1/2	101 1/2	101 1/2	101 1/2	Reading, 1st pfd.	101 1/2	101 1/2	101 1/2	101 1/2
41,700 Brooklyn Rapid Transit	101 1/2	101 1/2	101 1/2	101 1/2	Reading, 2d pfd.	101 1/2	101 1/2	101 1/2	101 1/2
2,000 Buffalo and Tonawanda	101 1/2	101 1/2	101 1/2	101 1/2	1,800 Rock Island	101 1/2	101 1/2	101 1/2	101 1/2
4,200 Cheapeake and Ohio	101 1/2	101 1/2	101 1/2	101 1/2	2,000 Rock Island, pfd.	101 1/2	101 1/2	101 1/2	101 1/2
1,000 Chicago Great Western	101 1/2	101 1/2	101 1/2	101 1/2	4,800 Ross	101 1/2	101 1/2	101 1/2	101 1/2
4,000 Chi., Mil. and St. Paul	101 1/2	101 1/2	101 1/2	101 1/2	Sloss, pfd.	101 1/2	101 1/2	101 1/2	101 1/2
62,200 Chicago and North	101 1/2	101 1/2	101 1/2	101 1/2	23,300 Southern Railway	101 1/2	101 1/2	101 1/2	101 1/2
5,000 Colorado South.	101 1/2	101 1/2	101 1/2	101 1/2	1,000 Southern Railway, com.	101 1/2	101 1/2	101 1/2	101 1/2
1,200 Colorado South, 1st pfd.	101 1/2	101 1/2	101 1/2	101 1/2	400 Southern Railway, pfd.	101 1/2	101 1/2	101 1/2	101 1/2
2,000 Colorado South, 2d pfd.	101 1/2	101 1/2	101 1/2	101 1/2	Seaboard Air Line, 1st pfd.	101 1/2	101 1/2	101 1/2	101 1/2
7,900 Clef. C. and St. L.	101 1/2	101 1/2	101 1/2	101 1/2	Seaboard Air Line, 2d pfd.	101 1/2	101 1/2	101 1/2	101 1/2
129 Consolidated Gas	101 1/2	101 1/2	101 1/2	101 1/2	Seaboard Air Line, com.	101 1/2	101 1/2	101 1/2	101 1/2
1,500 Delaware and Hudson	101 1/2	101 1/2	101 1/2	101 1/2	300 Tennessee Coal and Iron	101 1/2	101 1/2	101 1/2	101 1/2
De. and H. and W. com.	101 1/2	101 1/2	101 1/2	101 1/2	200 Texas	101 1/2	101 1/2	101 1/2	101 1/2
46,000 Erie, com. and wouch.	101 1/2	101 1/2	101 1/2	101 1/2	75,000 Union Pacific	101 1/2	101 1/2	101 1/2	101 1/2
20 Erie, 1st pfd.	101 1/2	101 1/2	101 1/2	101 1/2	75,500 United States Steel	101 1/2	101 1/2	101 1/2	101 1/2
1,800 Erie, 2d pfd.	101 1/2	101 1/2	101 1/2	101 1/2	11,500 United States Steel, pfd.	101 1/2	101 1/2	101 1/2	101 1/2
300 General Electric	101 1/2	101 1/2	101 1/2	101 1/2	200 U. S. Steel, com.	101 1/2	101 1/2	101 1/2	101 1/2
2,000 Great Northern, pfd.	101 1/2	101 1/2	101 1/2	101 1/2	1,100 U. S. Rubber, 1st pfd.	101 1/2	101 1/2	101 1/2	101 1/2
70 Illinois Central	101 1/2	101 1/2	101 1/2	101 1/2	600 U. S. Rubber, 2d pfd.	101 1/2	101 1/2	101 1/2	101 1/2
4,500 Louisville and Nashville	101 1/2	101 1/2	101 1/2	101 1/2	1,600 Va. Car. Chemical	101 1/2	101 1/2	101 1/2	101 1/2
Manhattan	101 1/2	101 1/2	101 1/2	101 1/2	200 Va. Car. Chem., pfd.	101 1/2	101 1/2	101 1/2	101 1/2
1,000 Metro. Street Railway	101 1/2	101 1/2	101 1/2	101 1/2	100 Wahpeton	101 1/2	101 1/2	101 1/2	101 1/2
500 Mexican Central	101 1/2	101 1/2	101 1/2	101 1/2	700 Wahpeton, pfd.	101 1/2	101 1/2	101 1/2	101 1/2
1,000 M. and T. and N. Y.	101 1/2	101 1/2	101 1/2	101 1/2	100 Western	101 1/2	101 1/2	101 1/2	101 1/2
1,000 Mo., Kan. and Tex. pfd.	101 1/2	101 1/2	101 1/2	101 1/2	Total sales, \$35,500 shares				